

THE CHINA MAIL.

[No. 4674.—JUNE 27, 1878.]

Intimations.

5th DRAWING.

Chinese Imperial 8 per cent. Loan of 1874.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following numbers of Bonds to be paid off at par, in Hongkong, on the 30th of June, and in London, on the 19th of August next, when the Interest thereon will cease to be payable, were this day Drawn at the Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, situate No. 31, Lombard Street, in this City, in the presence of Mr WILLIAM NICHOLLS, Acting Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

314 Bonds Nos.—	14	710	1405	2107	2809	3514	4203	4914	5620
	36	723	1429	2121	2829	3521	4230	4935	5623
	45	741	1442	2145	2857	3552	4258	4956	5647
	76	767	1473	2167	2874	3566	4270	4969	5675
	99	794	1487	2190	2898	3585	4281	4994	5695
	105	814	1520	2214	2919	3617	4309	5003	5711
	124	823	1534	2233	2926	3624	4336	5022	5734
	144	844	1551	2243	2932	3646	4350	5047	5755
	170	862	1577	2262	2950	3674	4372	5082	5770
	195	887	1586	2283	2952	3696	4399	5095	5790
	208	909	1601	2313	3009	3703	4401	5112	5819
	221	935	1629	2331	3036	3730	4453	5132	5832
	252	946	1660	2358	3060	3751	4463	5151	5846
	263	966	1667	2362	3079	3765	4478	5171	5871
	265	984	1700	2385	3098	3786	4498	5190	5894
	305	1007	1717	2417	3118	3801	4510	5206	5906
	324	1022	1730	2439	3136	3831	4538	5228	5931
	354	1056	1757	2453	3157	3851	4549	5250	5957
	377	1062	1771	2477	3165	3873	4565	5272	5971
	388	1083	1786	2500	3191	3889	4598	5286	5995
	416	1106	1805	2505	3207	3908	4606	5316	6020
	437	1126	1827	2567	3231	3928	4631	5338	6023
	448	1146	1848	2553	3251	3948	4654	5352	6050
	461	1167	1864	2666	3272	3977	4675	5361	6073
	498	1195	1886	2593	3300	3996	4685	5387	6093
	509	1207	1903	2603	3320	4007	4713	5416	6113
	522	1222	1925	2632	3327	4032	4738	5426	6129
	564	1243	1942	2655	3342	4042	4758	5446	6158
	577	1262	1969	2689	3370	4068	4788	5464	6182
	588	1289	1986	2698	3393	4094	4783	5489	6193
	620	1313	2017	2706	3408	4117	4809	5508	6209
	632	1323	2027	2729	3438	4139	4825	5540	6222
	646	1369	2053	2745	3448	4158	4849	5556	6237
	676	1383	2068	2776	3463	4176	4864	5563	6256
	699	1392	2100	2784	3489	4197	4892	5593	

For £100 Sterling each, = £31,400.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

W. NICHOLLS,
Acting Accountant.

Countersigned,
W. VENN, Junior,
Notary Public,
2, Pope's Head Alley, Cornhill, E.C.

LONDON, 17th April, 1878.

BALL'S
NECTAR CORDIAL,
MADE FROM HERBS,
A STIMULANT AND APPETIZER.
WHOLESALE AGENTS FOR GREAT BRITAIN:
MESSRS GEO. CURLING & CO.,
St. Mary Axe, London.

W. BALL,
China Dispensary, Hongkong,
June 20, 1878. jp20

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE
UNITED STATES.

HANLEY B. HYDE, President;
J. W. ALEXANDER, Vice-President;
SAMUEL BOURGEOIS, Secretary;
A. A. HAYES JR., General Manager, for
China and Japan.

PRINCIPAL OFFICE,
120, BROADWAY, NEW YORK.

Assets..... \$31,700,000
Surplus..... \$ 5,500,000

THE Undersigned having been appointed
Agents in Hongkong, China, for the
above Company, are prepared to Accept
Risks at greatly reduced rates and upon
terms very favourable to the assured.
For full information and particulars,
apply to

OLYPHANT & CO.,
Agents,
Hongkong, January 21, 1878.

DENTAL NOTICE.

D. R. ROGERS begs to intimate to his
Friends that he is about to visit
SHANGHAI, and will be absent from Hong-
kong from April 1st to June 15th.
Hongkong, March 4, 1878.

W. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUPPLIES, TOILET
REQUIREMENTS, PATENT MED-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf,
Hongkong, July 18, 1878.

AFON,
PHOTOGRAPHER,
by appointment, to

H. E. SIR ARTHUR KENNEDY,
H. E. ADMIRAL ALFRED P. BYRD,

and to

H. L. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

HAS on hand the Largest and Best
collection of Views of China, Phot-
ographs of the Ruins and destructions at
Canton, caused by the Tornado of the
14th Instant. Coloured Photographs of
English Ladies, Russa Leather, Velvet,
Morocco, and Carved-wood. Photographic
Albums; Scrap Books, Armorial Monograms
and Postage Stamp Albums; Frames and
Cases; Glass Moulding for Frames, all of
assorted sizes, tastes and prices.

NOTICE OF REMOVAL.

The above has the pleasure to inform his
numerous Customers and the Public of
Hongkong, that his Photographic Establish-
ment is REMOVED to the Newly-erected
Commodious Building in Queen's Road
Central, next to Messrs BAKER & CO.'s
Hongkong, April 29, 1878.

Intimations.

5th DRAWING.

Chinese Imperial 8 per cent. Loan of 1874.

Intimations.

HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company
will be CLOSED from the 19th to
28th Instant, both days inclusive.

THOS. D. C. PARKER,
Acting Manager,
Hongkong, June 4, 1878. jp28

THE CHINESE INSURANCE CO., LIMITED.

THE Transfer BOOKS of this Company
will be CLOSED from the 20th to
29th Instant, both days inclusive.

By Order of the Board of Directors,
OLYPHANT & CO.,
General Agents,
Hongkong, June 10, 1878. jp1

CONSULADO DE ESPAÑA.

HASTA el dia 30 del corriente a las 12
del medio dia se recibirán en este
Consulado, por pliegos sellados pro-
puestas para la subasta de las OBRAS DE
REPARIACIONES que hay que ejecutar
en el Transporte de Guerra Español
"MARQUES DE LA VICTORIA."

En la Cancillería de este Consulado está
de manifiesto el detalle de las Obras y el
pliego de Condiciones para la subasta.

EDUARDO TODA.

Hongkong, 20 de Junio de 1878. jp1

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

AMERICA, British steamer, Captain J.
Graham.—BIRLEY & CO.

ANNIE LOWE, British barque, Captain
A. Galea.—BORNEO CO., Limited.

WM. H. DEITZ, American 3-m. schooner,
Captain I. S. Endicott.—MEYER & CO.

MARTHA BOCCKELMANN, German barque,
Captain Kluth.—MEYER & CO.

JEAN PIERRE, French barque, Captain
Logasse.—CARLOWIS & CO.

TYBURNIA, British barque, Capt. Robert
Golds.—OLYPHANT & CO.

HINDOSTAN, British ship, Captain Joshua
Belyea.—P. & O. S. N. CO.

Notices of Firms.

NOTICE.

THE Interest and Responsibility of Mr
S. J. DAVID in our Firm at this
Port, and in China, CEASED on the 31st
December, 1875.

E. D. SASSOON & CO.,
Hongkong, June 14, 1878. jp14

NOTICE.

THE Interest and Responsibility of Mr
ARTHUR CHARTER in our Firm
CEASED on the 31st December last.

J. LINDLEY & CO.,
Hongkong, June 13, 1878. del13

NOTICE.

THE Interest and Responsibility of Mr
EDWARD CUNNINGHAM in our
Firm in Hongkong and China, CEASED on
the 31st December last.

RUSSELL & CO.,
China, March 6, 1878. s6

To-day's Advertisements.

NOTICE.

TENDERS are invited for DOCKING
the British Bark "FAIR LEADER" for
examination, and a Separate Tender
for CAULKING and RE-METALLING
the Vessel.

The Captain reserves to himself the right
to reject the lowest or any other Tender.

Apply to R. B. MOORHEAD,
Commissioner of Customs.

God; he believed in the devil. Mr May endeavoured to make him understand that if he believed in the devil, the prince of evil, he must of necessity believe in God, the power of all good, the antithesis of the evil one. The witness was very stubborn, and had to be threatened with imprisonment before he would comply, which he did very reluctantly. Nothing sensible could be got out of him, however; he professed to be able to speak French, Spanish and Italian, but when spoken to in French by Mr Ede he was just as stupid as before. The Court at length sent him away, Mr May remarking that, whatever nation he belonged to, he was no credit to it.

The theatrical entertainment given by the amateurs of the Band of the 74th Highlanders last night at the Garrison Theatre was one of the best performances that have ever been afforded the public in that place. The attendance was also exceptionally large. A great failing in these entertainments hitherto has been in the representations of the female parts, but last night the two leading female characters received a really capital rendering by Messrs S. Esdale and J. Mackinnon. The female representations at the previous performance given at the Theatre by another company were simply ludicrous. The farcical comedy "Checkmate" was intensely enjoyed last night; the farce "A Day after the Fair" was not quite so successful, the fault, however, of the piece. To-night the performance will be repeated.

The Band 74th Highlanders will perform the following programme at the Officers' Mess, to-morrow night, commencing at 9.15 p.m.—

March, *Tannhauser*, Wagner.
Overture, *La Dame Blanche*, Boieldieu.
Selection, *Macbeth*, Verdi.
Value, *Debutante*, Gung'l.
Selection, *William Tell*, Rossini.
Galop, *Felbort Reale*, Pasticci.

Ma J. BUCHANAN, Band Master.

RETURN of Visitors to the City Hall Library and Museum for the week ending 26th June, 1878.—

	European.	Chinese.
Thursday, June 20th,	65	378
Friday, 21st,	69	352
Saturday, 22nd,	71	265
Sunday, 23rd,	78	Sunday
Monday, 24th,	75	405
Tuesday, 25th,	57	270
Wednesday, 26th,	50	252
Totals,	465	1,922
Grand total, 2,397.		

Macao.

A LETTER from Macao says:—"Our Governor has been unwell now for several days, and it is said that the malady that afflicts him is more serious than is generally supposed to be.

"Wild rumours are flying about here regarding a telegram somebody has received, speaking of a revolution that has broken out in Minho, Estremadura and other parts of the kingdom of Portugal, &c., &c.; but I am not going to say any more—you will doubtless have heard the particulars ere this reaches you.

"Mr. Assunçao, chief clerk of the Exchequer, is going to your Colony to pay the Hongkong Bank the sum of \$147,000, lent to us to repair the destructions caused by the big typhoon of 1874.

Mr. Pio Carvalho, thanks to the disclosures made by the *China Mail*, has been set at liberty by the new judge, who on his way to Macao from Lisbon read on board the *White Cloud* the said article, and the very first of His Lordship's judicial acts was the liberation of the poor man, and the restitution of all his jewelry and other goods which had been confiscated. The finding of the Court, which occupies ten pages of foolscap, entirely acquits Carvalho of the charge. Subscriptions are being made at the Coast Ports by the victim's friends to show in a tangible way their sympathy with him in his distress."

MARINE COURT OF ENQUIRY.

LOSS OF THE BRITISH BARQUE "KNIGHT OF SNOWDEN."

A Court of Enquiry was held to-day at the Harbour Office to investigate into the circumstances attending the loss of the British barque *Knight of Snowden*. The Court comprised the Hon. C. May (President), J. P. McEwan Esq. (Acting Harbour Master), N. J. Ede, Esq. (unofficial Justice of the Peace), Captain McMurdo (Marine Surveyor), and J. G. Selkirk, Esq., master of the British ship *Sarah Nicholson*.

Charles Richardson, the master, was first examined; he said: *The Knight of Snowden*, a barque, left Newcastle (N.S.W.) 3rd April, with 948 tons of coal, bound for Manila. The crew consisted of 16 men all told including myself. We cleared St. Bernardino Straits on the 2nd instant, and on Wednesday, the 12th instant, at 3 p.m. St. Iago Point was abeam. There was a moderate leading breeze, the vessel was going about 4 knots through the water. The weather was a little cloudy. The vessel struck about 10 p.m., the moon was shining brightly. The Chief Officer was in charge of the watch and reported the bearings of St. Iago Point to me. I was on deck at the time, the point bore N.E. by E., distant between 4 and 5 miles. I left the deck shortly after 4 o'clock, having shaped the course. I did not turn in, but fell asleep inside the cabin door, being wakened with

the exhaustion of the last day or two. I was aroused by the mate knocking at the door who said that we were drawing to the land, as there were breakers on the starboard bow. I immediately went on deck, and found the wind had fallen very light. I gave the orders to put the ship about and found she would not "stay." The vessel scarcely came head to wind when she hung. I eased off the lee fore braces and checked the weather braces, but she would not come round. "I gave orders to clear away the port anchor and let it go. I did not attempt to "wear" ship, as I could see indication of shoal water between the ship and the shore. A cast of the lead was made, and I found there were five fathoms of water. All the crew were on deck. The anchor was let go and the ship immediately afterwards struck, the cable was leading astern when the vessel struck. The cable was at once clewed up, the vessel meanwhile bumping very heavily. At midnight we found a 6 feet of water in the hold. I ordered the lee boat and gig to be got out. I sounded round the ship and found no less than 4 fathoms in any part. The ship was at top of a pinnacle and was rolling about furiously. We saved the chronometers and ship's papers. A lot of the ship's furniture was got on deck ready for removal, if possible, when the cabin got full of water. I left the ship at 3 a.m., the water was then washing over the deck and she appeared to be going to turn over momentarily. I decided to abandon her, after consulting with the Chief Mate. We lay off from the wreck until daylight, and at that time I noticed that her quarter galleries were under water. A schooner hove in sight about 8.30 a.m., and we embarked in her, reaching Manila about midnight, where we went to the British Consul and made the declaration produced. It is signed by myself and the Officers. My certificate as well as those of the first and second officers were lost by a mishap at the wreck. I have been in command of the *Knight of Snowden* nearly 14 years. The officers and crew behaved very well during the whole time they were with me. We arrived here by the 8.5. *Emeralda*.

By the Court:—I did not take any cross bearings; I dare say it was possible to have taken them. The vessel was built of iron; the compasses have not been adjusted since the first voyage she made, but I have been in the habit of correcting them as frequently as possible; sometimes as often as three times a day. I got an altitude at sunset on the evening of the 12th and found the compass error to be 12 degrees westerly. I took the observation by the steering compass, and from that time until the ship struck, so far as I know, the course was not altered. We were steering N.W. by N. 1/2 N. by compass, giving a true course of N.W. 1/2 N. The fore part of the day the current was against us, but in the afternoon there was none noticeable. I have never been through the St. Bernardino Straits before.

Alexander Walter Scott Thomson, sworn, stated, that he was Chief Officer of the late barque *Knight of Snowden*. I was on watch when the vessel was lost. The position of the ship at 8 p.m. to the best of my knowledge was about 8 miles from St. Iago Point. The weather was fine and clear, but it had been quite frequently as possible; sometimes as often as three times a day. I got an altitude at sunset on the evening of the 12th and found the compass error to be 12 degrees westerly. I took the observation by the steering compass, and from that time until the ship struck, so far as I know, the course was not altered. We were steering N.W. by N. 1/2 N. by compass, giving a true course of N.W. 1/2 N. The fore part of the day the current was against us, but in the afternoon there was none noticeable. I have never been through the St. Bernardino Straits before.

ON LOOKER.

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PAKHOI.

Pakhoi, the only southern port opened in virtue of the *Castro Convention*, is situated in the North-east corner of the Gulf of Tonquin. It is entirely a modern port, and its beginning, so far as I can make out, does not extend further back than about thirty years, at which time the buildings consisted of only a few fishermen's huts. The success of the port is owing originally to its harbour, and to its having been for many years free from Customs duties. The harbour remains, but there is now a Custom House, and the ports of Haiphong and Chin-chow, locally called Hunchow, have been opened, and I propose to show how these events have seriously affected the trade of Pakhoi.

The harbour is the only one in that

quarter of China capable of receiving vessels of even such a moderate size as not to draw more than 13 feet of water.

Vessels of that size can, however, lay

in security at all times, and yet within

a moderate distance of the shore. How

long this advantage may remain to it, is

most problematical, as various gun-

boat Captains, who have been in the

constant habit of visiting the harbour for

the last fourteen years, say that it is rapidly

sinking up—that the sand spit is extending

eastward, and that now they cannot bring

their vessels so far up the harbour as they

used to do, or even land in their boats at

places where at one time they used to land

at all states of the tide. At the

same time it must be borne in mind that it

still by far the best harbour possessed

by China in the Gulf of Tonquin.

For the last nine or ten years the traders

in Hongkong doing business with Pakhoi

have been complaining of the damage done

to Pakhoi by the excessive *lai-hin* taxation.

The duty levied by the native Customs is

on the average about 40 per cent. on all

foreign goods imported than the duty

exigible under the Treaty tariff.

The *lai-hin* taxation at Pakhoi is exceedingly light

—amounting nominally to only 1/2 cent.

ad valorem, but even this is greatly

reduced by false declarations of values

being declared as dollars or even less.

Another imposition is called locally *Tam-oo*.

It amounts to 240 cash or say 1m. 6s. and

virtually means per cwt. load. These are

the local exactions in Kwangtung, and

leaving out of account Customs duty, when

added together they amount only to 40

on a piece of shirtings. Tls. 1/2, 6s. on a picul of cotton.

1m. 6s. on a piece of silk.

In Hongkong, the name of Pakhoi has

been applied in a vague sort of way to

the whole coast of the Gulf of Tonquin,

but since the opening of Holow and Haiphong, this vague idea has been contacted

a little, and is now confined to the coast

of China proper from the frontier of Annan

to Umpo, about half way between Pakhoi

and Holow. For the whole of this long

coast line, with the rich country to

the back of the Northern portion of it,

Pakhoi must necessarily from its harbour

be the sole emporium, as soon as the obdurate obstinacy of native opposition to

foreigners trading is overcome. Hunchow, about 80 miles further round the head of

the Gulf to the westward, has a harbour for

junks called Lungmung, but the anchorage

is at a considerable distance from the town,

and altogether the harbour is not suitable

for foreign vessels. It is only about 1/2

or seven years since the first cargo direct from

Macao was discharged at this port, and

foreign traders estimate that it has with-

drawn three-tenths of the Macao trade from

Pakhoi. I have little doubt that this

will all return to its old head quarters as

soon as foreign trade has fairly established

itself in Pakhoi.

Before the opening of Haiphong, a very

large portion of its trade passed through

Pakhoi, but as it now trades direct with

Hongkong, the result of its opening has

been considerably to reduce the volume of

trade done with Pakhoi. In addition

present time, the Macao

traders have

now

considerable

trading

with Pakhoi.

That so far, in the present position at

Pakhoi, and the next part of the subject to

be treated of, is the future course of

business. Can the organised opposition as

I have described it be broken down? I most

decidedly think that it can. . . . The step

that ought to be insisted upon is, that the

duty upon foreign imports at treaty ports

should be exactly equalised whether imported

by junk or foreign vessel. If this stipulation

could be obtained, and it is only just and

reasonable in itself, a very decided blow

would be given to the organised opposition to

foreigners at Pakhoi; and there ought

to be no great difficulty in getting the

agreement conceded, seeing that it is not

the *lai-hin* which makes the difference

between the junk owners and merchants

in this case.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Acre, Venice, Mediterranean
Ports, Southampton,
and London.

Also,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
S. U. N. D. A., Captain J. REEVES, will
leave this on SATURDAY, the 20th June,
at noon.

For further particulars, apply to
A. LIND, Superintendent.
Hongkong, June 18, 1878. 129

Occidental & Oriental Steam-
ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,

IN CONNECTION WITH THE
CENTRAL

AND
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be de-
parted for San Francisco via Yoko-
hama, on THURSDAY, the 4th July,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 3rd July. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A Reduction is made on RETURN PAS-
SENGER TICKETS.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.
Hongkong, June 17, 1878. 129

NOTICE
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAISE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSELLES;

Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON SATURDAY, the 6th July,
1878, at noon, the Company's S. S.
AV. Commandant HERNANDEZ, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping Orders will be granted until
noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 5th July, 1878. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

H. DU POUHEY,
Agent.

Hongkong, June 24, 1878. 129

Notices to Consignees.

COMPAGNIE DES MESSAGERIES
MARITIMES.

S. S. AMAZONE.

NOTICE.

CONSIGNEES of Cargo per S. S.
"Amazone", from London, in connection
with the above Steamer, are hereby
informed that their Goods are being landed
and stored at their risk at the Company's
Godowns, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signee, before TUESDAY, the 24th Instant
at noon, requesting it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after SATUR-
DAY, the 28th Instant at noon, will be
subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUHEY,
Agent.

Hongkong, June 24, 1878. 129

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEE.

CONSIGNEES of the following Cargo
are requested to send in their bills of
lading to the Undersigned, for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
Marsden risk and expense.

No Fire Insurance has been effected.

H. DU POUHEY,
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Hongkong, June 24, 1878. 129

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H. DU POUHEY,
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Hongkong, June 24, 1878. 129

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